

Ship Name: CORONA	Ship Type: Containership
Flag: Cyprus	Recognized Org: Germanischer Lloyd
IMO Number: 9118290	Recognized Security Organization
Date of Action: 01/15/2015	Recognized Org (RO) No
Action Taken: Detention	Related:
Port: Jacksonville, Florida	Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Kommanditgesellschaft Fisser & V. Doornum GMB & Co.
Lyra Fisser GmbH & Co KG

Charterers
Teal Bay Shipping Company Limited

Deficiencies: <u>Code - Category</u>	<u>Description</u>
1470 - Insulation wetted through (oil)	Precautions shall be taken to prevent any oil that may escape under pressure from any pump, filter or heater from coming into contact with heated surfaces. The vessel's duplex fuel oil filter on main engine was found to be leaking excessively while operating. The main engine was found with excessive amounts of fuel soaked rags underneath/in way of scavenge air box. The rags were used to soak up leaking fuel from main engine cylinders creating a substantial fire hazard.
0799 - Other (Fire Fighting Equipment)	The fire resistance of doors shall as far as practicable be equivalent to that of the division in which they are fitted. Door and door frames in "A" class divisions shall be constructed of steel. Emergency escape trunk "A-60" door frame in engine room was found severely wasted and partially repaired with wood, negating its fire and smoke protection.
1420 - Cleanliness of engine room	The basic principles of Chapter II-2 restrict the use of combustible materials in order to minimize the possibility of ignition and reduce potential fire hazards on board. PSCO witnessed excessive oily waste in the engine room bilges and numerous oil saturate rags/lagging throughout the engine room around piping. These combustibles increases the potential of fire making the vessel unfit to safely proceed to sea.

2550 - Maintenance of ship and equipment

Objective evidence discovered during an expanded ISM exam revealed the following non-conformities; The vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following identified deficiencies; A fault was discovered on fire detection panel, there was excessive oil aste through out machinery spaces including saturated rags and lagging, the vessel was not maintaining proper fire and watertight boundaries, and the GMDSS radio required testing, was not being performed. These deficiencies taken with the remaining material deficiencies discovered are evidence that the ship and /or company are not meeting the SMS requirements. An external audit is recommended.

2515 - Company responsibility and authority

The company is responsible for ensuring the adequate resource and shore-based support are provided to enable the designated person or person to carry out their functions. Vessel's master provided PSCO with a requisition for portable GMDSS radio batteries date 18Aug14. However, no documentary proof was onboard attesting to the companies acknowledgment . The company was not able to provide documentation showing communications were being conducted to get parts critical to lifesaving equipment to the vessel.

Ship Name: **FAMILY ISLAND**

Flag: **Bolivia**

IMO Number: **7637345**

Date of Action: **01/16/2015**

Action Taken: **Detention**

Port: **Miami, Florida**

Ship Type: **Containership**

Recognized Org: **Compania Nacional de Registro y Inspecciones de Naves**

Recognized Security Organization

Recognized Org (RO) Related: **Yes**

Organization Related to Detention: **Compania Nacional de Registro y Inspecciones de Naves**

Ship Management: Owners, Operators, or Managers
Caribbean Ship Services, Inc.
Marine Sale and Trading, S.A.

Deficiencies: Code - Category
2550 - Maintenance of ship and equipment

Description
Objective evidence discovered during an expanded ISM Exam revealed the following non-conformities: the vessel failed to fully implement the requirements of the ISM Code through their SMS procedures as evident by the following identified deficiencies. These identified deficiencies taken with the remaining material deficiencies discovered during the exam are evidence that the ship and/or company are not meeting the SMS requirements. An external audit is recommended.

No. 1 The Company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the company. Due to the lack of proper maintenance, the vessel has an inoperative main diesel engine and two generators. The vessel's weekly checks indicated all equipment is operational. ISM Code 10.

No. 2 The Company should ensure that the policy is implemented and maintained at all levels of the organization, both ship-based and shore-based. SMS requires requisition forms to be filled out and submitted. Last completed requisition form was dated August 2014. ISM Code 2.2.

No. 3 The Company should ensure that inspections are held at appropriate intervals. The vessel's SMS requires weekly inspections of critical equipment which encompasses navigational equipment. Vessel has no records of inspection for navigational equipment. The PSCO discovered the radar and the GPS were inoperable. ISM Code 10.2.1

1282 - Manholes flush scuttles

Scuttles shall be close by substantial covers, capable of being made watertight. The forward starboard cargo hold's access scuttle's hatch cover is severely wasted and missing a gasket making it not watertight.

1510 - Navigational equipment

All ships of 300 gross tons and upwards shall be fitted with a 9GHz radar, or other means to determine and display the range and bearings of other surface craft, obstructions, buoys, shorelines, and navigational marks. The vessel's radar is inoperable.

1510 - Navigational equipment

All ships shall have a receiver for global navigational satellite system for use at all times through out the intended voyage. The vessel's GPS is inoperable.

Ship Name: **FLAG MERSINIDI**
Flag: **Greece**
IMO Number: **9588574**
Date of Action: **01/29/2015**
Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Ship Type: **Bulk Carrier**
Recognized Org: **Nippon Kaiji Kyokai**
Recognized Security
Organization

Recognized Org (RO) **No**
Related:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Golden Union Shipping Co. SA.
Southport Spirit SA
Charterers
Mur Shipping B.V.

Deficiencies: Code - Category
**0725 - Fixed fire extinguishing
installation**

Description
**Fixed Fire Extinguishing Installation-Fire-fighting
systems and appliances shall be kept in working order
and available at all times. The supply valve to the
hypermist system was found closed rendering system
inoperable in the event of a fire.**

**0725 - Fixed fire extinguishing
installation**

**There are clear grounds for believing that the crew is not
familiar with essential shipboard procedures relating to
the safety of ships. The C/E had no records of testing
or maintenance of the system as required by the
NOVENCO local protection of the water mist system.**

Ship Name: **GLOBAL STAR**
Flag: **Panama**
IMO Number: **9402952**
Date of Action: **01/09/2015**
Action Taken: **Detention**

Port: **Alameda, California**

Ship Type: **Bulk Carrier**
Recognized Org: **Nippon Kaiji Kyokai**
Recognized Security
Organization

Recognized Org (RO) **No**
Related:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Kowa Marine Service Co. Ltd.
Southern Route Maritime, S.A.

Charterers
Oldendorff Carriers

Deficiencies: Code - Category
0615 - Rescue boats

Description
Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. The rescue boat is not ready for immediate use due to the boat motor not operating properly. The motor is not able to shift to neutral, the throttle control is significantly corroded, and no cooling water is discharging from the water check discharge port.

0715 - Detection

A fixed fire detection and fire alarm system shall be provided. The function of fixed fire detection and alarm systems shall be periodically tested to the satisfaction of the Administration by means of equipment producing hot air, or smoke or aerosol or other phenomena to which the detector is designed to respond. Smoke detectors in the F/O purifier room were not operating when the crew attempted to test them. The C/E was unaware the vessel was equipped with flame detectors and has no recollection of testing them. The crew appeared unfamiliar with testing methods for all types of detectors on-board. Maintenance records indicate all smoke, heat, and flame detectors on-board are tested monthly. There are clear grounds to believe that fire detectors may not be operating and the crew is not conducting tests as recorded in the inspection log. Additionally, vessel does not have adequate testing gear for the flame detectors.

Ship Name:	HANSA BREMEN	Ship Type:	Refrigerated Cargo Carrier
Flag:	Barbados	Recognized Org:	Germanischer Lloyd
IMO Number:	8802088	Recognized Security Organization	
Date of Action:	01/16/2015	Recognized Org (RO) Related:	No
Action Taken:	Detention	Organization Related to Detention:	
Port:	Philadelphia, Pennsylvania		

Ship Management: Owners, Operators, or Managers
Holy House Shipping AB
Snow Crystal Shipping Ltd.

Charterers
NYK Cool AB

Deficiencies: Code - Category
2510 - Safety and environmental policy

Description
Objective evidence found during the port State control exam showed the vessel failed to fully implement the Safety Management System (SMS). An external audit is recommended. According to the SMS Bunker and Oil Transfer Procedures in Section 11, the Chief Engineer must ensure all sludge and bilge entries are made into the ORB. Entries in the ORB do not match the sounding logs. Also, the Chief Engineer explained to the PSCO that when the sludge tank is full, he uses a pneumatic pump to suck water from the bottom of the sludge tank (through the sounding tube) and pumps it to 55 gal drums. The water is decanted to the bilge. In the past two months, there were 15 cubic meters of sludge removed from the sludge tank that were not recorded in the ORB.

1730 - Oily-water separating equipment

The oil filtering equipment shall ensure that any oil mixture discharged into the sea after passing through the system has an oil content not exceeding 15 ppm. PSCOs observed thick sludge in the overboard piping between the three-way solenoid valve and the overboard valve after removing a section of piping. While testing the oily water separator, the oil content meter did not activate the 3-way valve to stop the discharge overboard even though the effluent through the OWS contained visible oil.

1799 - Other (MARPOL Annex I)

There shall be no discharge connections to the bilge system, oily water holding tanks, tank top or oily water separators from the sludge tank. A direct connection exists on this vessel via fixed piping that is fitted from the sludge pump to the oily water separator inlet valve.

1710 - Oil record book

Each machinery space operations shall be fully recorded without delay in the oil record book part 1. The following discrepancies were identified in the ORB: (1) Entries in the ORB do not match the sounding logs. (2) The Chief Engineer explained to the PSCO that when the sludge tank is full, he uses a pneumatic pump to suck water from the bottom of the sludge tank (through the sounding tube) and pumps it to 55 gal drums. The water is decanted to the bilge. This operation is not recorded in the ORB.

Ship Name: HUA QIANG	Ship Type: Bulk Carrier
Flag: Hong Kong	Recognized Org: Nippon Kaiji Kyokai
IMO Number: 9144495	Recognized Security Organization
Date of Action: 01/30/2015	Recognized Org (RO) No
Action Taken: Detention	Related:
Port: Houston, Texas	Organization Related to Detention:
	Ship Management: <u>Owners, Operators, or Managers</u> Cosco (H.K.) Shipping Co. Ltd. Gainlink Shipping Limited

Deficiencies: <u>Code - Category</u>	<u>Description</u>
0110 - Cargo ship safety equipment	All cargo shall be loaded, stowed and secured throughout the voyage in accordance with the cargo securing manual approved by the Administration. Cargo shall be loaded or stowed in a way that it will not present a hazard to the ship or persons onboard. The ship has steel pipes loaded on the port and starboard side between the cargo hold and guard rails. These pipes are blocking access to the life saving appliances forward of the pilot house. The pipes are held in place by steel beams welded to the deck and the Master and Chief Officer were unable to show the proper procedures for stowage in Cargo Securing Manual.
0699 - Other (Life Saving Appliances)	Before the ship leaves port and at all times during the voyage, all life saving appliances shall be in working order and ready for immediate use. The ship has steel pipes loaded on the port and starboard side between the cargo hold and guard rails. These pipes are blocking access to the life saving appliances forward of the pilot house.

Ship Name: **KWELA**
Flag: **Panama**
IMO Number: **9250701**
Date of Action: **01/14/2015**
Action Taken: **Detention**

Port: **San Francisco, California**

Ship Type: **Bulk Carrier**
Recognized Org: **Nippon Kaiji Kyokai**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Santoku Senpaku Co., Ltd.
Lucretia Shipping SA

Deficiencies: Code - Category
2020 - Fire drills

Description

The master and crew shall be familiar with essential shipboard procedures relating to the safety of the ship. Crew members failed two consecutive fire drills. During the first fire drill, crew members were not knowledgeable in how to don protective equipment or the use of firefighting equipment. One fire team member entered the space alone without gear properly donned while other crew members were in the passageway directly outside of the space with no protective gear. The vessel master was given time to train the crew on correct procedures in accordance with their Fire Safety Training Manual. The crew showed no improvement and after the training and failed the second drill.

0620 - Inflatable liferafts

Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be ready for immediate use. The condition of the ship and equipment shall be maintained to conform with the provisions of the present regulations to ensure that the ship in all respects will remain fit to proceed to sea without danger to the ship or persons onboard. The vessel was issued a 3 month extension by the Flag State (Panama) for required maintenance on essential life saving and firefighting equipment. The Flag extension expired 10JAN2015 and the extension contained a special note that no further extensions would be granted. Essential life saving and fire fighting equipment has not been service and is not ready for immediate use.

Ship Name:	MAERSK MATSUYAMA	Ship Type:	Oil Tankship
Flag:	Panama	Recognized Org:	American Bureau of Shipping
IMO Number:	9367736	Recognized Security Organization	
Date of Action:	01/10/2015	Recognized Org (RO) Related:	No
Action Taken:	Detention	Organization Related to Detention:	
Port:	Corpus Christi, Texas	Ship Management:	<u>Owners, Operators, or Managers</u> MK Centennial Maritime, B.V. MMS Co., Ltd

Deficiencies:	<u>Code - Category</u> 0615 - Rescue boats	<u>Description</u> Before a ship leaves port and at all times during the voyage, all lifesaving appliances shall be in working order and ready for immediate use. The vessel's rescue boat failed to start.
	0630 - Launch arrangements for survival craft	Before a ship leaves port and at all times during the voyage, all lifesaving appliances shall be in working order and ready for immediate use. The falls shall be arranged to wind off the drums at the same rate during the lowering of the lifeboat. The crew was unable to safely lower the lifeboat due to the cables not being arranged to wind off the drum at the same rate. The lifeboat was not in working order and was not ready for immediate use.

Ship Name:	NORD-ENERGY	Ship Type:	Bulk Carrier
Flag:	Singapore	Recognized Org:	Lloyd's Register of Shipping
IMO Number:	9314090	Recognized Security Organization	
Date of Action:	01/31/2015	Recognized Org (RO) Related:	Not Determined
Action Taken:	Detention	Organization Related to Detention:	
Port:	Baltimore, Maryland	Ship Management:	<u>Owners, Operators, or Managers</u> Dampskibsselskabet Norden Norden Shipping (Singapore) Pte Ltd.
Deficiencies:	<u>Code - Category</u> 1730 - Oily-water separating equipment	<u>Description</u> Any ship of 10,000 GT and above shall be fitted with oil filtering equipment complying with designs approved by the Administration. The Oily Water Separator (OWS) is not capable of processing bilge water to less than 15 ppm. While running the OWS, the sample line to the Oil Content Meter (OCM) was secured falsely indicating 0 ppm. When the sample line was opened to the OCM the reading would immediately exceed 15 ppm and close the 3 way valve. The overboard pipe was disconnected for visual inspection of effluent which was found to be extremely dirty and clearly over 15 ppm. Crew could not produce maintenance records for the system. Additionally, crew did not know how to retrieve historical data from MEPC 107.49 OCM.	
	1710 - Oil record book	The Oil Record Book (ORB) Part 1 shall be completed on each occasion whenever the vessel discharges overboard or disposes of bilge water which has accumulated in the machinery spaces. The ORB presented to PSCOs does not correlate with entries found in daily sounding logs maintained by ship's engineers and MEPC 107.49 OCM data. The following disparities were discovered: 1) OWS operations found in OCM log on 8JAN15 and throughout December 2014 were not recorded in ORB; several soundings in daily sounding log indicated OWS operation. 2) 3JAN15: Bilge Water Tank 5.8m3 in ORB; 6.27 in daily sounding log. The C/E could not explain differences in log books.	

Ship Name: **NORDIC GAS**
Flag: **Singapore**
IMO Number: **9034729**
Date of Action: **01/05/2015**
Action Taken: **Detention**

Port: **Philadelphia, Pennsylvania**

Ship Type: **LPG Gas Carrier**
Recognized Org: **Bureau Veritas**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Bernhard Schulte Shipmanagement (UK) Ltd
Newhaven MarinaPTE. LTD
Charterers
SHV-SRM

Deficiencies: Code - Category
2550 - Maintenance of ship and equipment

Description
The master is responsible to fully implement the companies Safety Management System, and the company shall establish procedures to ensure compliance with relevant rules. Objective evidence found during an expanded ISM exam found the vessel failed to fully implement the Safety Management System. According to the vessel's Gas Manual chapter 5, section 2.2, "If ice or hydrates formation in a cargo is suspected, the master should advise the managers without delay. A suitable course of action will then be discussed with all relevant parties. The two possible solutions to this problem namely the use of inhibitors or hot gas." Additionally, the vessel's crew was required to comply with two company operation guidelines (OG 12/14 and OG 39/14) to monitor the condenser during operation with portable gas detection units every 15 minutes during the first hour of operations and on the hour during cargo operations. The crew did not have knowledge of the guidelines at the time of the incident and did not follow guidelines. While loading liquid propane, the vessel experienced ice forming after the expansion valve on the compressors, and did not notify the technical managers. To prevent ice forming, the gas engineer manually drained the water/propane mixture from the condenser every 15 to 20 minutes. The propane was allowed to boil off and fumes were allowed to accumulate. Additionally, gas detection alarms indicated high gas levels for approximately 7 hours prior to the fire. The compressor room doors were open which may have inhibited the proper ventilation of the space. A combination of improperly stripping water/liquid propane, not properly responding to gas detection alarms, not properly monitoring compressors for leaks and leaving the doors open created a dangerous environment ultimately resulting in a fire in the cargo compressor room. The above mentioned, suggest a systematic failure in the Safety management System. This non-conformity, which we consider major, coupled with other observations and non-conformities from this examination, call into question the Safety Management Certificate. It is recommended that the vessels Certificate

issuing authority (DNV-GL) conduct a safety audit of the vessels Safety Management System to ensure conformity with the ISM code and established company procedures.

Ship Name:	NORDIC VISBY	Ship Type:	Bulk Carrier
Flag:	Isle of Man	Recognized Org:	American Bureau of Shipping
IMO Number:	9563380	Recognized Security Organization	
Date of Action:	01/13/2015	Recognized Org (RO) Related:	No
Action Taken:	Detention	Organization Related to Detention:	
Port:	New Orleans, Louisiana	Ship Management:	<u>Owners, Operators, or Managers</u> Nordic Hamburg Shipmanagement Gmbh & C0 KG MS "Nordic Visby" Schiffahrtsgesellschaft
		<u>Charterers</u>	Noble Americas Corporation
Deficiencies:	<u>Code - Category</u> 0720 - Fire fighting equipment	<u>Description</u>	<p>A ship in the port of another contracting government is subject to control by officers duly authorized by such Government concerning operational requirements in respect of the safety of ships, when there are clear grounds for believing the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. PSCO observed the engine room's primary fixed fire-fighting hyper-mist system's main water supply valve was in the closed position contrary to the operating instructions and rendered the system inoperable. The system was last inspected on 26 Dec 2014 and the Chief Engineer stated the system was tested on 09 Jan 2015 prior to arrival at port. System operating instruction posted in the vicinity of the system state that the valve shall remain open at all times. Also, PSCO observed the manual/automatic selector switch on main panel located in the fire control room in the manual mode position. This provided clear grounds showing the crew is not familiar essential shipboard procedures.</p>
	0720 - Fire fighting equipment		<p>The fire protection systems and appliances shall be maintained ready for use. The water mist system's main supply valve was in the closed position and the automatic/manual selector switch on the main control panel located in the Fire Control Room was in the manual mode position. This is contrary to the manufacture's instruction and renders the system incapable of the automatically operating in the event of an engine room fire. The vessel is certificated as an Unmanned Machinery Space (UMS) and has operated under the UMS procedure for 184 hours since the last documented water-mist inspection on 26 Dec 2014.</p>

Ship Name: **OSLO BULK 6**
Flag: **Singapore**
IMO Number: **9589968**
Date of Action: **01/28/2015**
Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Ship Type: **Bulk Carrier**
Recognized Org: **DNV GL MARITIME**
Recognized Security
Organization

Recognized Org (RO) **No**
Related:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Bulkship Management AS
Oslo Bulk 6 Pte Ltd

Charterers
Transmares

Deficiencies: Code - Category
0610 - Lifeboats

Description
Before the ship leaves port and at all times during the voyage, all lifesaving appliances shall be in working order and ready for immediate use. The vessel's lifeboat failed to start during PSC inspection.

Ship Name: **PACIFIC SUNRISE**
Flag: **Marshall Islands**
IMO Number: **9167021**
Date of Action: **01/08/2015**
Action Taken: **Detention**

Port: **Corpus Christi, Texas**

Ship Type: **Oil Tankship**
Recognized Org: **Korean Register of Shipping**
Recognized Security
Organization

Recognized Org (RO) **No**
Related:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Thome Ship Management Pte Ltd.
Pacific & Atlantic (Shipmanagers) Inc.

Deficiencies: Code - Category
0799 - Other (Fire Fighting Equipment)

Description
Oil fuel pipes, which, if damaged, would allow oil to escape from a storage, settling or daily service tank, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space. The PSCO discovered a bolt was being used to hold open the fuel oil quick closing valve on the main engine fuel oil line in the purifier room.

Ship Name: **PORT MOUTON**

Flag: **Marshall Islands**

IMO Number: **9308118**

Date of Action: **01/19/2015**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Ship Type: **Bulk Carrier**

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization

Recognized Org (RO) **No**
Related:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Port Mouton Gmbh & Co. KG

Stella Marine Services Gmbh & Co KG

Charterers

Lighthouse Navigation PTE Ltd.

Deficiencies: Code - Category

**0725 - Fixed fire extinguishing
installation**

Description

A ship when in a port of another Contracting Government is subject to control by officers when there is clear grounds for the PSCO to believe the Master and crew are not familiar with essential shipboard procedures relating to the safety of ships. Fire-fighting systems shall be kept in good working order and readily available for immediate use. The vessel is certificated as an unmanned machinery space. The PSCO noted that crew had turned off the water mist system during maintenance on January 10 and never placed the system back on line rendering the system incapable of automatically operating in the event of an engine room fire.

Ship Name: RUMBA	Ship Type: Containership
Flag: Panama	Recognized Org: Intermaritime Certification Services
IMO Number: 8700838	Recognized Security Organization
Date of Action: 01/29/2015	Recognized Org (RO) No
Action Taken: Detention	Related:
Port: Miami, Florida	Organization Related to Detention:
	Ship Management: <u>Owners, Operators, or Managers</u> Americas Marine Management Services, Inc. Trans-Rumba S de RL

Deficiencies: <u>Code - Category</u>	<u>Description</u>
0710 - Fire prevention	Automatic release of a fire-extinguishing medium shall not be permitted. The piping to the vessel's time delay bottle on the CO2 System was found disconnected allowing for the automatic release of CO2 into a manned space.
1220 - Freeboard marks	The ring, lines and letters shall be painted in white or yellow on a dark background or in black on a light background. They shall be permanently marked on the sides of the ship to the satisfaction of the administration. The vessel's load line markings do not match the markings shown on the International Load Lines Certificate and are the markings are not paint in contrasting colors.

Ship Name:	SESTREA	Ship Type:	Oil Tankship
Flag:	Liberia	Recognized Org:	Lloyd's Register of Shipping
IMO Number:	9406659	Recognized Security Organization	
Date of Action:	01/03/2015	Recognized Org (RO) Related:	No
Action Taken:	Detention	Organization Related to Detention:	
Port:	Corpus Christi, Texas		

Ship Management: Owners, Operators, or Managers
Chandris (Hellas) Inc.
Amphinome Shipping Inc.

Deficiencies: Code - Category
1795 - Other (Suspected Of Discharge Violation)

Description
Subject to the provisions of regulation 4 of this annex and paragraph 2,3, and 6 of this regulation any discharge into the sea of oil or oily mixtures shall be prohibited. The vessel was discharging oily mixtures into the sea by bypassing the oil content meter to recorded the effluent being under 15ppm.

1710 - Oil record book

The oil record book part 1 shall be completed on each occasion whenever any machinery space operation takes place on the ship. PSCO's discovered during an expanded MARPOL exam that the sounding of the tanks listed in the IOPP Form B were different than what was recorded in the oil record book. After further review PSCO's discovered that the weekly sounding log had different measurements than the oil record book for the past six months.

Ship Name: **UBC SAVANNAH**
Flag: **Cyprus**
IMO Number: **9220976**
Date of Action: **01/22/2015**
Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Ship Type: **Bulk Carrier**
Recognized Org: **DNV GL MARITIME**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Groupero Shipping Co., Ltd
Athena Marine Co., Ltd.
Charterers
Cargill Americas Inc.

Deficiencies: Code - Category
1430 - Auxiliary engines

Description

When the emergency source of electrical power is a generator, it shall start automatically upon failure of the main power source. Electrical installations shall be such that all electrical auxiliary services are maintained without recourse to emergency power. Stored energy of starting arrangements shall be maintained at all times and used for no other purpose than operating the emergency generator. PSCO found the emergency generator incapable of an automatic start due to no power source supplied to the starter. The battery source selector switch was in the #1 battery bank position; however, the #1 battery bank was wired by the crew to the 24 volt electrical distribution panel on the bridge to power navigational equipment because the power inverter on the panel was inoperable. The # 2 battery bank was also tested and did not have sufficient power to start the emergency generator.

2550 - Maintenance of ship and equipment

A ship is subject to control by officers in respect to safety of ships, when there are clear grounds for believing the master/crew are not familiar w/ essential shipboard safety procedures relating to the safety of ships. The bridge navigational equipment's 24 volt power inverter failed. The crew then rigged the #1 emergency generator starting battery bank to supply power to the navigation equipment on the bridge. Due to the excessive load on the #1 battery bank supplying 24 volt power to the bridge, various fuses were removed to reduce the load to the battery bank. Those fuses removed powered the fire detection system, public address system, and MF/HF radios.

Ship Name: **VALPARAISO I**

Flag: **Bolivia**

IMO Number: **6522921**

Date of Action: **01/28/2015**

Action Taken: **Detention**

Port: **Miami, Florida**

Ship Type: **Containership**

Recognized Org: **Compania Nacional de Registro y Inspecciones de Naves**

Recognized Security Organization

Recognized Org (RO) **No**
Related:

Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Caribbean Ship Service Inc
Apollon Cargo Multiple Services

Deficiencies: Code - Category
2545 - Reports/analysis of non-conformities, etc.

Description
Objective evidence discovered during an expanded ISM exam revealed the following non-conformities. These deficiencies are evidence that the ship and/or company are not meeting the SMS requirements. Recommend an external audit. (1) The company failed to acknowledge or provide adequate support and resources allowing the vessel to sail for two voyages without critical safety equipment; including SCBA mask and pyrotechnic (ISM Code 3.3). (2) The vessel submitted requisitions for pyrotechnics and SCBAs on 24Nov2014. The vessel has not received required equipment (ISM Code 6.1.3). (3) The Second Engineer Officer does not hold a valid license or endorsement (ISM Code 6.2). (4) The ship's maintenance checklist does not include pyrotechnics and quick-closing valves which are included in the Company critical equipment list (ISM Code 7).

0220 - Certificates of competency

All seafarers serving on board shall provide documentary proof that an application for an endorsement has been submitted to the Administration in accordance with regulation I/10, paragraph 5. The Second Engineer did not have a valid Bolivian flag state endorsement or proof of an application.

0220 - Certificates of competency

All seafarers serving on board who are required to be certificated in accordance with the Convention shall hold an appropriate certificate. The Second Engineer does not hold a valid national STCW certificate of a

0220 - Certificates of competency

The vessel failed to comply with the applicable safe manning requirements of the Administration. The vessel's only engineering officer required by the Minimum Safe Manning Certificate does not hold a valid certificate of a license.

Ship Name: WIGEON	Ship Type: Bulk Carrier
Flag: Liberia	Recognized Org: Nippon Kaiji Kyokai
IMO Number: 9358395	Recognized Security Organization
Date of Action: 01/28/2015	Recognized Org (RO) No
Action Taken: Detention	Related:
Port: New Orleans, Louisiana	Organization Related to Detention:
	Ship Management: <u>Owners, Operators, or Managers</u> Orynx Shipping Inc (Foreign Maritime Entity Seastar Shipmanagment Ltd
Deficiencies: <u>Code - Category</u> 0635 - Launch arrangements for rescue boats	<u>Description</u> Before a ship leaves port and at all times, all life-saving appliances shall be ready for immediate use. The rescue boat is incapable of being launched due to the rescue boat's hydraulic pump being inoperable, rendering the davit incapable of slewing left or right for launching.
2550 - Maintenance of ship and equipment	There are clear grounds for believing the crew is unfamiliar with procedures relating to the safety of ships. The PSCO observed that both port side inflatable life raft painters were permanently attached to the ship and not attached using the weak links. The crew stated they were installed OCT2014 & had not been changed since. Maintenance logs were reviewed and showed the painter/weak links were checked good during every inspection since OCT 2014.